

Submission No.			101	
Organisation Name or Name of Submitter			Gerard F Brouder (28 Oakley Park, Blackrock, Co. Dublin, A94 C7F6)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	Letter	5	I wish to object to the above proposal on the following grounds: firstly, it is too expensive and secondly, it serves only to get from the Airport with no local links.	<p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p><u>Need for the Project</u></p> <p>It is incorrect to say that MetroLink only serves to get from the Airport with no local links. As explained by EIAR Chapter 3, Background to the MetroLink Project, the benefits MetroLink will deliver are much wider than this and will address transport challenges within the Greater Dublin Area. The proposed Project will provide significant benefits not only to those who choose to use it, but also to other transport network users, by reducing the demand for road space and creating the opportunity for the road transport system to achieve optimum levels of efficiency and effectiveness. Also as outlined in Chapter 3, the proposed Project is part of an integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Together, these projects will result in a reliable, sustainable, affordable, integrated public transport network that will support the economy, help Ireland meet its climate change targets in line with Climate Action Plan 2023, and make Dublin a more liveable and sustainable city. Whilst MetroLink is a standalone project that is not dependent on any other projects for its delivery or effective operation, it is nonetheless a critical part of the proposed integrated transport network for the Greater Dublin Area.</p> <p>Attention is also drawn to Chapter 4, Description of the MetroLink Project that confirms the overall project objective for the proposed Project, as established by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), and as informed by planning policy context, MetroLink, is to 'provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. (National Development Plan 2021-2030, Box 9.1).</p> <p>The proposed Project will also improve the performance of the public transport and road networks in North Dublin, including the critical Dublin-Belfast trade corridor, and the supporting infrastructure for Dublin Port and Dublin Airport. By creating a new transport mode choice for passengers, the proposed Project will enhance regional and international connectivity and help optimise the transport network. EIAR Chapter 9, Traffic and Transport, presents an analysis of the capacity of existing public transport corridors, indicating that many of the other bus corridors are currently operating well over its capacity, and therefore an alternative solution is required to accommodate demand.</p> <p>Further, EIAR Chapter 7, Consideration of Alternatives presents in detail the robust decision making process that has led to the proposed Project, including alternative alignment options and feasibility assessments of cost, amongst other considerations. The proposed Project has been designed to ensure maximum interchange with other modes of transport, leading to positive impacts reaching far beyond the alignment through direct connections to both the heavy rail and Luas networks.</p>

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RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
2	Letter	5	Could I suggest that the Bord have a look at the tram system in Bordeaux - there are no overhead power lines, the trams run on powered rail lines only activated when the tram is in motion. There are a number of interchanges where you can stay on the existing tram or change to another line. This system allows for local access with one fare for busses and the tram.	<p>The observation is noted, but TII would bring to your attention the development of the Project as outlined in Chapter 3: Background to the MetroLink Project, section 3.6 Background to the Proposed Project. This section presents the project development and policy and strategy support for earlier revisions of MetroLink and the proposed Project presented in the Railway Order application.</p> <p>In the development of the proposed design for MetroLink and assessed in the EIAR submitted for this Railways Order, a number of alternative transport options were analysed to serve the Fingal/North Dublin Corridor. These are set out in EIAR Chapter 7, Consideration of Alternatives.</p> <p>The options assessed included for heavy rail, light rail Bus Rapid Transit (BRT) options, as well as potential combinations of options. These options were assessed in a two-stage analysis, based on feasibility of the option and on the consideration of whether the scheme meets the fundamental project objectives by serving Swords, Dublin Airport and the city centre. A Multi-Criteria Analysis (MCA) was undertaken having regard to Environment, Economy, Safety, Accessibility, and Social Inclusion and Integration. This assessment identified an Optimised Old Metro North as the best medium and long-term transport project for the Greater Dublin Area. The reasons for this choice are presented in section 7.3.2 of Chapter 7.</p>
3	Letter	5	I attach a drawing indicating a possible route with feeder links.	TII would note as referred to by responses (1) and (2) above that alternate alignments and systems have been considered before submitting proposals for the MetroLink project.